

Legend

The following abbreviations are used in the case studies which follow:

Unit type	
r	single room
b	bachelor apartment
1,2,3,>3	number of bedrooms
Parking	
surf	surface parking at grade level
ug	underground parking
res	parking for residents
vis	parking for visitors
x/unit	number of parking stalls per unit for the total project
Site statistics	
a(m ²)	total site area expressed in square meters
gfa(m ²)	gross floor area of the building(s) in square meters
d	density expressed in terms of lot coverage; 1.5x indicates that the building's floor area is equal to 1.5 times the site area. This is also expressed as FAR (floor area ratio)
u/ha	number of units per hectare
u/ac	number of units per acre
LDR	low density residential

Compatibility

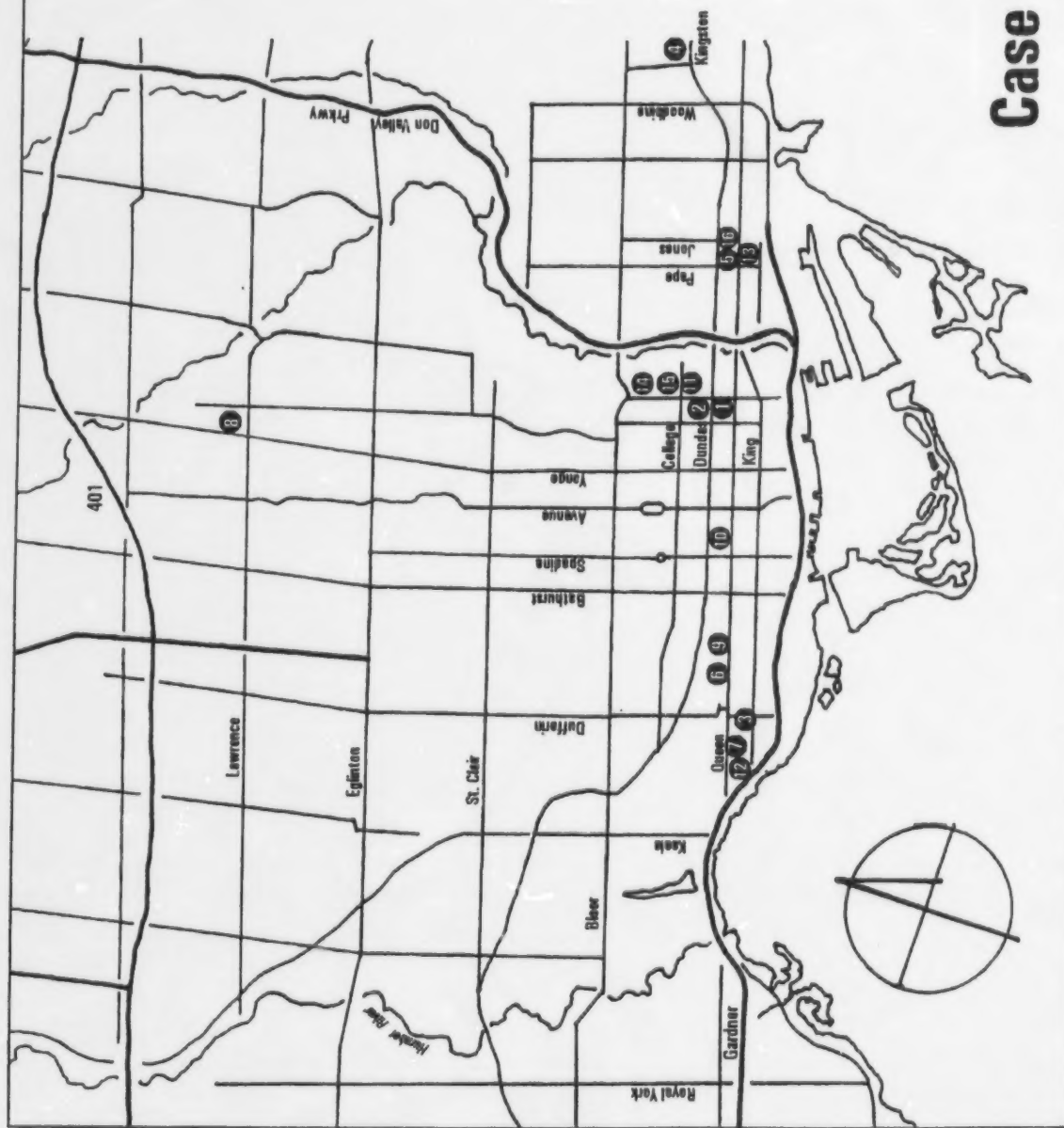
The second page of each case study examines a number of criteria in terms of compatibility of the intensification project with the surrounding neighbourhood. A positive feature (for purposes of intensification), such as location on a major arterial, is rated as "1" in the column at the right of the page. A feature which is seen as neutral or of no consequence, is rated "0". A feature which created neighbourhood opposition or which is perceived as negative is rated "-1". See the chart below:

Feature	Rating
Positive	1
Neutral	0
Negative	-1

The compatibility score at the bottom of the page represents the sum total of the 12 elements or features above. A positive score indicates that the project was compatible. A score of zero indicates that the project's impact was neutral. A negative score indicates that the project was considered incompatible or because it encountered neighbourhood opposition, often because the new buildings were perceived as being incompatible with the existing neighbourhood in terms of building height, bulk, or streetscape or because there was a perceived problem with parking. See the chart below:

Total Score	Compatibility
Positive	Compatible
Neutral	Neutral
Negative	Incompatible/ Opposition

These characteristics are summarized in a comparative compatibility matrix in Appendix B.

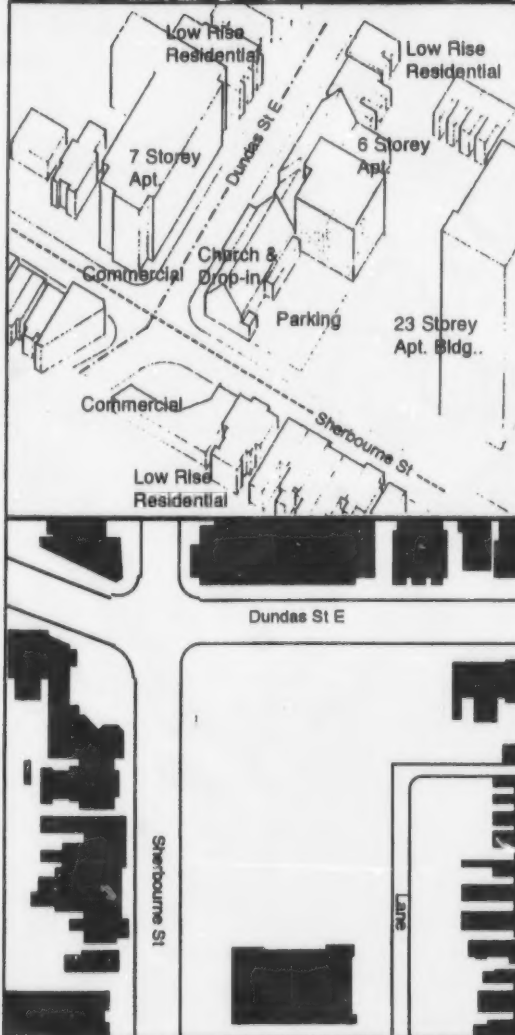


- 1 319 Dundas St E
- 2 251 Sherbourne St
- 3 300 Dufferin St
- 4 656 & 680 Kingsten
- 5 1070-1098 Queen St E
- 6 1024 Queen St W
- 7 1215 Queen St W
- 8 3179 Yonge St
- 9 138 Claremont St
- 10 15 Larch St
- 11 306 Sackville St
- 12 172-186 Cowan Ave
- 13 43 Page Ave
- 14 32-40 Amelia St
- 15 255 Carlton St
- 16 86 Jones Ave

Case Study Sites



Howard W. Walker Architect, 1988



Context: The project site is located at the intersection of two major streets, both serving transit routes. One street supports a variety of land uses including high and low rise residential, commercial and institutional. The other is mainly residential, although its forms range from individual houses to tower blocks (see also Case Study #2). The area immediately to the south is largely high rise, with a 23 storey building immediately to the south of the site. The side streets in the area are mostly low rise residential consisting of 2-3 storey row and semi-detached houses. The site itself accommodates a historically listed church that is used primarily for a drop-in centre. The neighbourhood has a high concentration of poverty and many agencies that serve the homeless concentrate their efforts in the area.

Project Description: The project was initiated to house some of the single people who used the church as a place to sleep. It consists of 61 very small, self-contained bachelor apartments in a 6 storey building. From the street to the north, the building is mostly hidden by the church. 22 surface parking spaces are provided to the west; they are rarely used.

Intensification: Replaced a 1 storey ancillary building.

Zoning Variances: Minor variances including height and the need to satisfy the Historical Board.

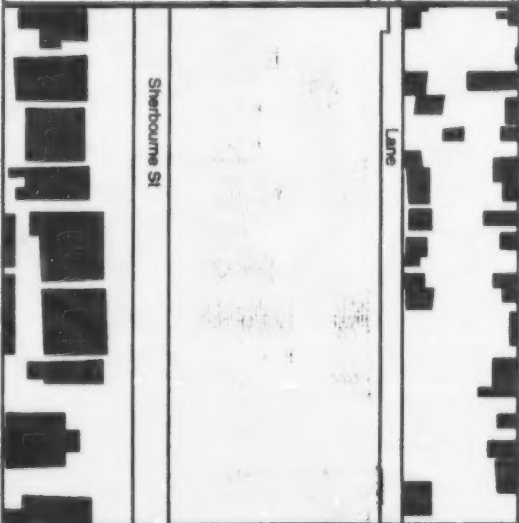
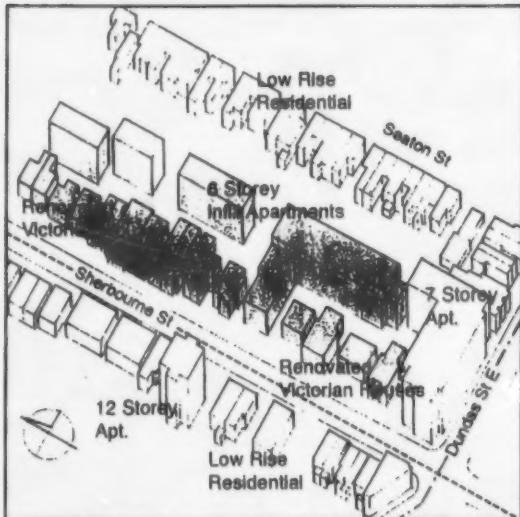
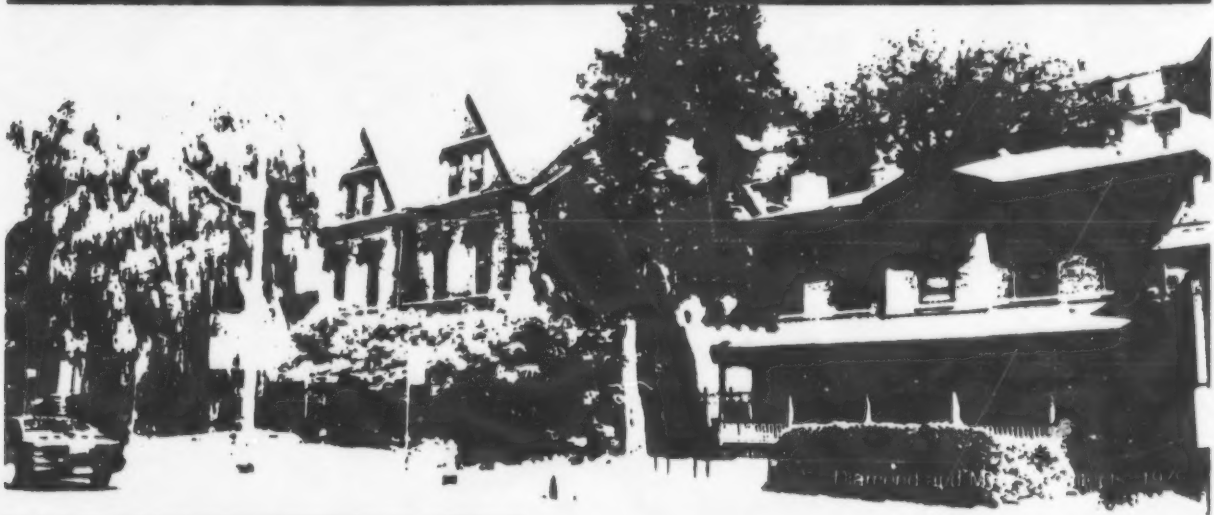
Unit Type	b	1	2	3	>3	total
Townhouse						
Stacked TH						
Walk-up Apt.						
Elev. Apt.	61					61
Total	61					61
Parking	surf	ug	res	vls	total	/unit
Spaces	22	0	22	0	22	.36
Site Stats	a(m ²)	gfa(m ²)	d	u/ha	u/ac	
	2 893	r2 850	r1.0x	210	85	
		t4 630	t1.6x			



downtown
major arterial
rental social housing for low income singles
6 storey apartment building
attached to historically designated church
3 year development period
developed by Anglican Church and
Friendship Drop-In Centre
see Figures 12& 13

1.6x density

Location:	Intersection of two major arterials; walking distance to CBD.	
Transit:	E-W streetcar route, N-S bus route	
Construction:	New construction between church and highrise apartments.	
Land Use:	Residential added to institutional use.	
Parking:	.36 spaces/unit At grade parking provided for tenants and community services. Lot is never full.	
Zoning:	<i>Site</i>	Mixed use commercial and residential.
	<i>Neighbourhood</i>	N-S arterial zoned for a variety of high density residential. E-W arterial zoned for a mix of commercial and residential. Side streets zoned for lower density residential.
Building Height:	<i>Neighbourhood</i>	2-3 storeys (side streets) up to 20 storeys on arterials.
	<i>Permitted</i>	12m.
	<i>Project</i>	6 storeys (18m) - fits within context, although some overlook problems to the East.
Footprint:	Although the building increased the coverage, the siting of the building behind the church and away from the street minimized its impact. New building does not crowd any pre-existing buildings.	
Density	<i>Zoning by-law</i>	2x coverage.
	<i>Official Plan</i>	High Density Residential 2x coverage.
	<i>Project</i>	1.6x, (res. coverage 1.0x) - lower than other project in area.
	<i>units/ha: 210</i> <i>bdrms/ha: 210</i>	Although the residential densities are low, the units themselves are very small and targeted to low income tenants.
Bulk	The building's mass is hidden by the church to the north, and partially masked to the west. It is far less imposing than the tower to the south.	
Streetscape:	Project had little impact on streetscape--behind the church on one street and set back from the other. It makes no contribution to improving the streetscape.	
Project Community:	Intended to house men who were using the church for a shelter, therefore serving a local need; concerns about the concentrating of social housing in the area.	
Compatibility:		



Context: The project site is located just north of the intersection of two major streets, both serving transit routes (see also Case Study #1). One street supports a variety of land uses including high and low rise residential, commercial and institutional. The street that the project faces is mainly residential, featuring some grand old houses that have been subdivided into apartments and rooming houses. The area to the south of the intersection is dominated by a number of high rise developments. The side streets consist of 2-3 storey row and semi-detached houses.

Project Description: The project arose as a response against the proposed development of two 29 storey towers. A local working committee looked for alternative forms to accommodate the same number of units without destroying the character of the neighbourhood. The result was the preservation of all but one house on the site. Those remaining were renovated as city-run rooming and apartment houses, while four 6 storey blocks were built behind. The scale of the new buildings was limited to ensure that the houses to the east would not lose access to light.

Intensification: The project added 313 units to the site and retained almost all of the existing subdivided houses.

Zoning Variances: Density, setbacks and parking; special zoning consolidating property for density calculations.

Unit Type	r	b	1	2	3+	total
Walk-up Apt.	12	26	26	8	17	89
Elev. Apt.	10	155	98	14	11	288
Total	22	181	124	22	28	377

Parking	surf	ug	res	vls	total	/unit
Spaces	0	80	80	0	80	.21

Site Stats	a(m ²)	gfa(m ²)	d	u/ha	u/ac
	10 359	25 950	2.5x	364	147

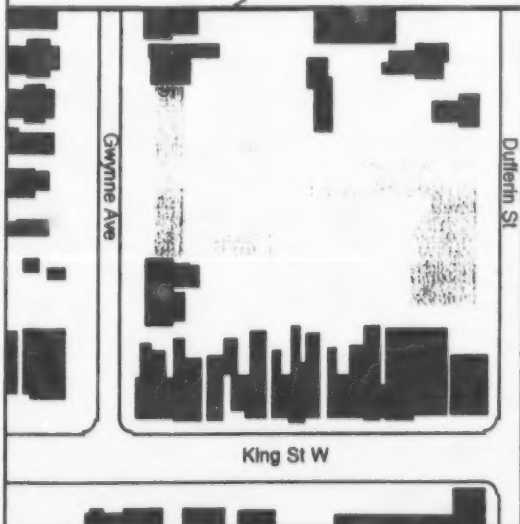
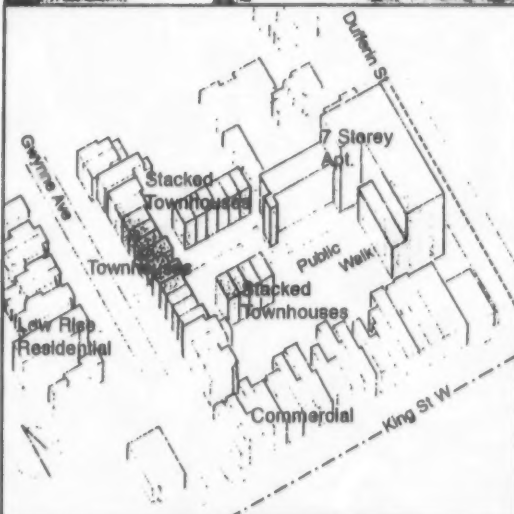


downtown
major arterial
rental social housing for low and moderate
income households
6 storey infill apartment buildings
behind renovated Victorian detached house
5 year development period
developed by City of Toronto
see Figures 12, 13 & 14

2.5x density

Location:	Near intersection of two major arterials; walking distance to CBD.	
Transit:	E-W streetcar route, N-S bus route.	
Construction:	New construction (apartment building) and renovation (houses).	
Land Use:	Intensification of residential land use (local working committee involved).	
Parking:	.21 spaces/unit.-- underground parking provided for tenants; some concerns from neighbours about parking space being too limited.	
Zoning:	<i>Site</i>	Mixed residential, including multi-family housing
	<i>Neighbourhood</i>	E-W arterial mixed commercial and residential; side streets low density residential.
Building Height:	<i>Neighbourhood</i>	2-12 storeys.
	<i>Permitted</i>	12m.
	<i>Project</i>	3 & 6 storeys. Care was taken to ensure access to light for residents to the east.
Footprint:	Although the footprint on the site was increased substantially, the neighbours understood it was necessary to avoid the imposing presence of the towers that had been proposed. The involvement of a neighbourhood working group helped to solve problems during design.	
Density	<i>Zoning by-law</i>	2.0x coverage.
	<i>Official Plan</i>	High Density Residential (2.5x coverage).
	<i>Project</i>	2.5x coverage. Project required rezoning.
	<i>units/ha: 364</i> <i>bdrms/ha: 439</i>	The high density and the small units were seen as serving the needs of the local community.
Bulk	The bulk of the building is hidden behind the Victorian houses. Residents to east are overlooked by new buildings, although the mass has been broken up.	
Streetscape:	Pre-existing streetscape is retained with the exception of the new building reaching the street mid-block; improvements due to renovation of older bldgs..	
Project Community:	At the time this project was seen as serving local needs and communities.	
Compatibility:		

1
1
0
1
0
0
1
0
-1
1
0
1
1
6



Context: This project fronts on two different streets, a major arterial with public transit and a mix of land uses, and a street of 2-2½ storey detached and semi-detached houses. It was assumed that the density of the residential uses would increase along the arterial and this has generally happened. The site is also immediately behind the commercial and retail buildings that face onto another arterial with transit.

Project Description: The planning process for this project included extensive involvement of a local working committee. It is a fairly early example of planning attempts to increase density in a manner that does not disturb the existing scale of established neighbourhoods. The west side of the site, located on a low rise residential street, consists of townhouses and stacked townhouses, and the density does not exceed 1.0x. A 7 storey, 109 unit apartment building is located along the major arterial where increased densities were anticipated. A public pathway bisects the site, providing access to stacked townhouses in the interior of the block.

Intensification: Replaced 16 semi-detached houses some were divided into rooming houses and apartments.

Zoning Variances: Density, setbacks, building behind building, parking, open space.

Unit Type	b	1	2	3	>3	total
Townhouse				6	4	10
Stacked TH	10			10		20
Walk-up Apt.						
Elev. Apt.	42	20	51	1		109
Total	52	20	51	17	4	144
Parking	surf	ug	res	vls	total	/unit
Spaces	0	50	50	0	50	.36
Site Stats	a(m ²)	gfa(m ²)	d	u/ha	u/ac	
	5 782	9 540	1.65x	249	100	



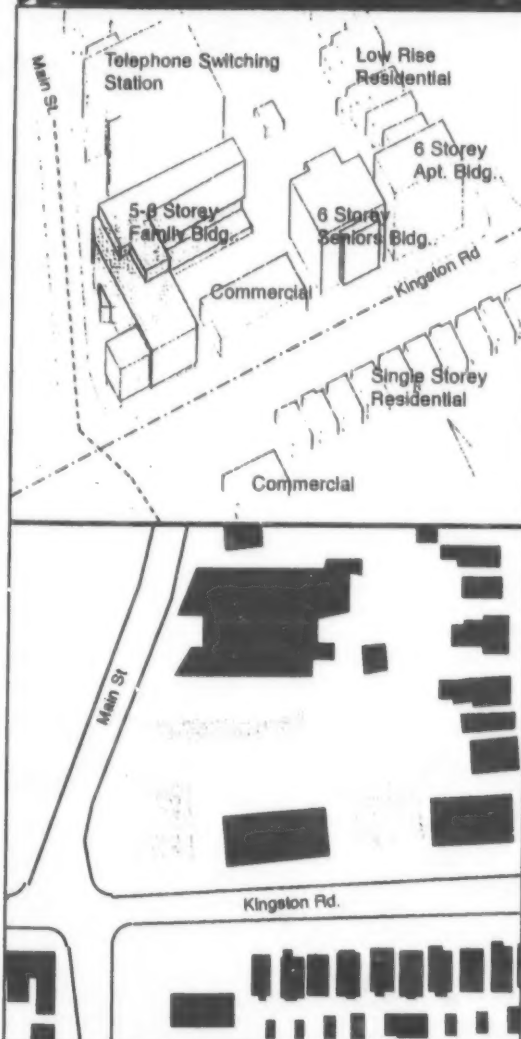
outside downtown
major arterial
rental social housing for low to moderate
income households
townhouses, stacked townhouses and apts.
density on residential street limited to 1.0x
3 year development period
developed by City of Toronto

1.65x density

Location:	Facing a major arterial and a residential side street, close to a second arterial.		0
Transit:	Major E-W streetcar route; N-S bus route.		1
Construction:	New construction.		-1
Land Use:	Intensification of residential, replaced housing in poor condition.		0
Parking:	.36 spaces/ unit - parking provided underground; proximity to transit and variety of local amenities as well as tenants' incomes, reduces the need for parking.		0
Zoning:	<i>Site</i>	Mixed residential.	1
	<i>Neighbourhood</i>	Low density residential on the side streets, high density residential on the NS arterial, and mixed commercial residential on the E-W arterial. The site generally conforms.	
Building Height:	<i>Neighbourhood</i>	2-3 storeys side streets, 2-8 storeys on arterials.	0
	<i>Permitted</i>	West 9m; east determined by angular plane from centre of road.	
	<i>Project</i>	3 to 7 storeys - townhses exceeded limits but matched scale of street, east side was within limits, but contrasted with context.	
Footprint:	Like 251 Sherbourne (see Case Study 2) this project involved a neighbourhood working group including local residents. Although the project footprint exceeded that which preceded it, potential problems were overcome during the early design stages. Public access through site was offered given lack of parks in area.		1
Density	<i>Zoning by-law</i>	1.0x coverage (under review at time of development).	1
	<i>Official Plan</i>	2.0x High Density Residential on east; 1.0x LDR on west.	
	<i>Project</i>	1.65x -- maintained 1.0x coverage on west side.	
	<i>units/ha: 249</i> <i>bdrms/ha: 399</i>	Large number of family units at high density--often a cause for local concern and the issue created tension in the working grp.	
Bulk	On the west side, the bulk of the apartment building is masked by the townhouse. From Dufferin, however, the building is imposing.		0
Streetscape:	The townhouses fit in well. There was a proposal to provide retail at grade on the east side, but it was not realized; eastern building does not enhance street.		0
Project Community:	Proposed to meet local needs, including those of households with children. However, it is usually difficult to get approvals for social housing for families.		-1
Compatibility:			1



Van Nostrand Di Castro Architects 1995



Context: Although this project is located on a major arterial served by transit routes, land uses in the immediate vicinity are very mixed. Many blocks include a number of scales of residential and commercial developments and the scale of development has increased in recent years. Housing ranges from low rise single family detached (one storey across the street) to six storey apartment buildings. Immediately to the north is a large, blank, telephone switching station.

Project Description: The project includes two buildings. The larger is designed for 65 families and is 5 storeys tall at the street, and 6 towards the back of the site, masking the switching station. It wraps around a pre-existing 2 storey commercial building. A smaller 6 storey building, accommodating 44 seniors units, is located at the east end of the side. Its scale matches the pre-existing neighbouring building. High density was required to make project work within Ministry of Housing budgets.

Intensification: The project replaces a vacant gas station and a small hotel.

Zoning Variances: Density, building depth, setbacks, building behind building, parking.

Unit Type	b	1	2	3	>3	total
Townhouse						
Stacked TH						
Walk-up Apt.						
Elev. Apt.	24	30	55			109
Total	24	30	55			109
Parking	surf	ug	res	vls	total	/unit
Spaces	0	57	57	0	57	.54
Site Stats	a(m²)	gfa(m²)	d	u/ha	u/ac	
	3 188	8 867	2.75x	341	138	



outside downtown
major arterial
rental social housing for low income
families and seniors
5 & 6 storey apartments
intensification along main street
contrast with bungalows across street
3 year development period

2.75x density

Location:	Major arterial, outside downtown; close to shopping and recreational amenities.	1
Transit:	E-W streetcar (rush hours) and N-S bus route.	0
Construction:	New construction.	0
Land Use:	Replaced small hotel & gas station - no commercial space, mainstreet location.	1
Parking:	.54 spaces/unit - parking provided underground. It was assumed that many of the seniors in the project would not drive.	0

Zoning:	<i>Site</i>	Mixed commercial and residential	
	<i>Neighbourhood</i>	Mixed commercial and residential on the arterial to west, low density residential on the side streets and arterial to east.	

Building Height:	<i>Neighbourhood</i>	1-6 storeys	0
	<i>Permitted</i>	18m	
	<i>Project</i>	5 & 6 storeys (17.9m). Contrasts with bungalows across street, that are located in an area designated for intensification.	0

Footprint:	The family building wraps around a pre-existing commercial building. The percentage lot coverage is not significantly different from other recent developments along the north side of the street. However, the configuration received vocal complaints from neighbours during public hearings.	1
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Density	<i>Zoning by-law</i>	2.5x coverage.	
	<i>Official Plan</i>	High Density Residential 2.5x coverage.	
	<i>Project</i>	2.75x coverage--needed to make funding work, but not popular.	1
	<i>units/ha:341</i>	High number of units/ha for area this far out from downtown, caused great concern during the planning approvals process.	1
	<i>bdrms/ha: 514</i>		

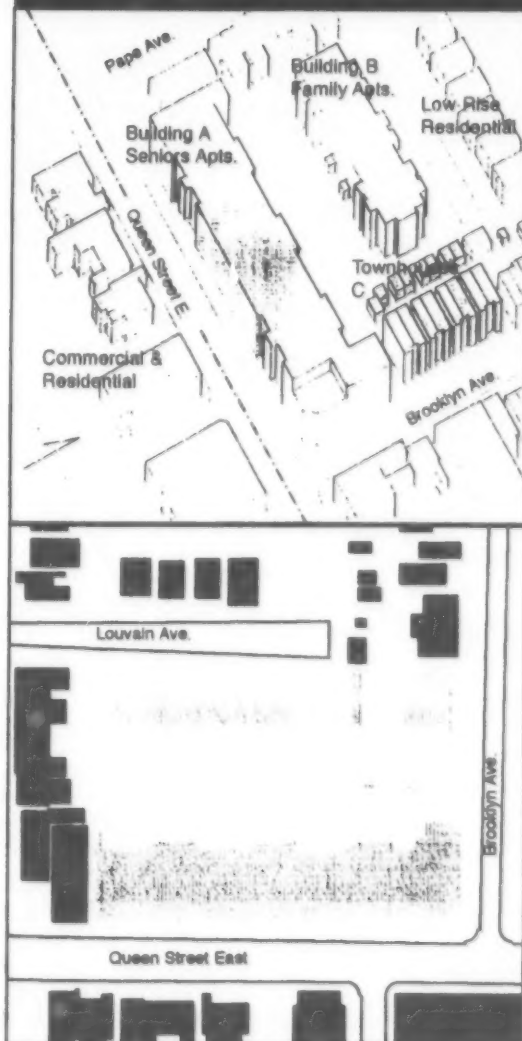
Bulk	The configuration of the building breaks up the mass to match scale of other developments. The 6 storeys also hide the blank switching station to the north.	1
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Streetscape:	Street frontage similar to other buildings along the street; corner might have benefited from a commercial usage, but difficult under Ministry of Hsg funding.	0
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Project Community:	Despite the inclusion of senior's units in the project, local residents (many home owners) raised concerns about neighbourhood safety if non-profit built.	1
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Compatibility:

0



Context: This project is located on a major arterial with a well used transit route. There are also several other bus routes within walking distance. The main street has a variety of commercial and retail land uses, mostly accommodated in 2-3 storey buildings with residential on the upper floors. The side streets are established low rise residential with 1½ to 2½ storey semi-detached houses.

Project Description: The project consists of three building types. A seniors' building (A), with some community functions on the ground floor, faces the major road. The developer reduced the height from 8 storeys to 5 during the planning process. The ground floor has been roughed-in to permit the addition of commercial space. The second building (B), designed for families, was reduced from 5 to 3½ storeys to reduce the impact of the 2 storey houses it faces. Although owned and operated by separate agencies, these two buildings share a common courtyard and underground parking structure. A third piece of the site was developed as 8 freehold semi-detached houses (C) with private garages.

Intensification: Replaced a 3 storey factory. Volume of the new building (A) is similar to that replaced.

Zoning Variances: Density and unit size.

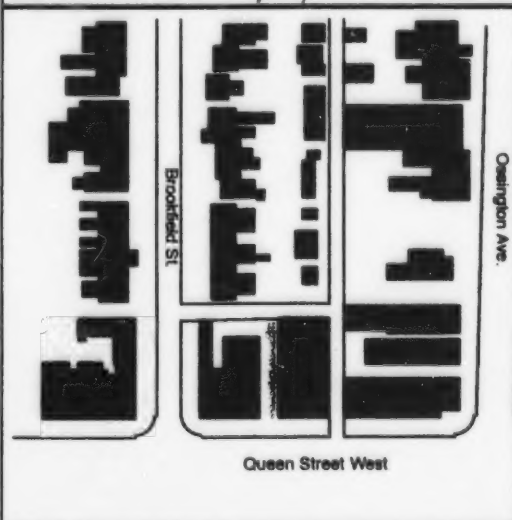
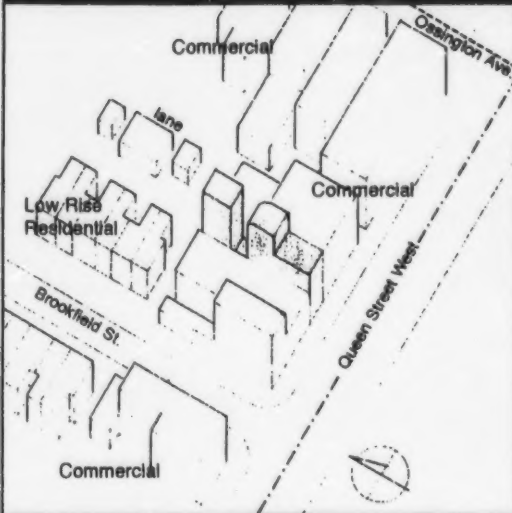
Unit Type	b	1	2	3	>3	total
Townhouse				8		8
Walk-up Apt.			26	25		51
Elev. Apt.		150				150
Total		150	26	33		209
Parking Spaces	pg	ug	res	vis	total	/unit
	3	s18	18	0	92	.12
		c10	0	0		
		f55	42	13		1.07
Site Stats	a(m ²)	gfa(m ²)	d	u/ha	u/ac	
	6 614	r15 554	r2 35x	304	123	
		t16 506	t2.50x			



outside downtown
major arterial
mix of seniors' and family social housing
and private houses
multiple owners
mainstreet intensification
heights reduced during development
3 year development period

2.5x density

Location:	Facing major arterial and two residential streets; close to amenities.		0
Transit:	On major E-W streetcar route, close to N-S bus route.		1
Construction:	New construction.		-1
Land Use:	Residential replacing industrial.		0
Parking:	.12 spaces/unit for seniors; 1.07 for family building; 10 spaces for commercial space used by community service agency. Parking was not a major issue.		0
Zoning:	Site	Mixed commercial and residential/low density residential.	1
	Neighbourhood	Mixed commercial and residential on arterial, low density residential on side streets. Project responded well to the different conditions it had to address.	
Building Height:	Neighbourhood	2-3 storeys. Some taller (4-5 storey) residential near-by.	-1
	Permitted	14m.	
	Project	5 storey (14m) and 3 1/2 storey apartment buildings, 3 storey houses. Height was a major issue during planning.	
Footprint:	Footprint of the development roughly matches the area covered by the factory that was previously on the site. Private houses were changed from 9 rows to 8 semi-detached to address local perceptions of neighbourhood character.		0
Density	Zoning by-law	2.5x coverage, maximum 2.0x coverage residential.	0
	Official Plan	2.5x coverage.	
	Project	2.35x residential, .15x commercial.	
	units/ac: 304	High density was made more palatable to neighbours because most of the units are for seniors.	
	bdrms/ha:455		
Bulk:	Bulk of the Queen Street building was a liability during the planning process. Mass of the smaller building was broken up, row houses changed to "semis."		-1
Streetscape:	Front building addresses typical "mainstreets" concerns, but its bulk negatively effects the streetscape. Side street treatment is more sympathetic to context.		-1
Project Community:	Because most of the residents are seniors, and some own their properties, the project's resident community was not an issue.		0
Compatibility:			-2



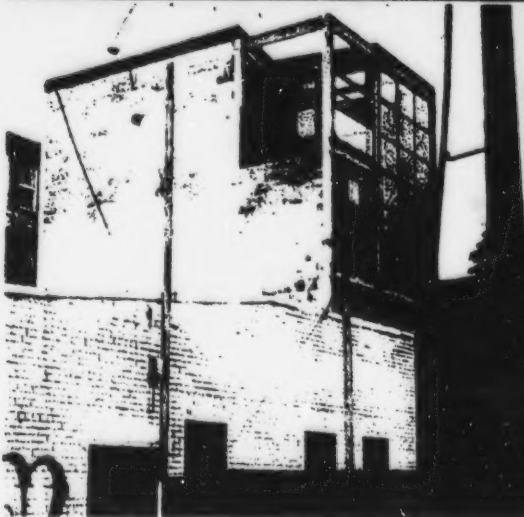
Context: Located on a major arterial with transit, the site fits into a commercial/retail strip. The scale of development in the area is mixed: large institutional and formerly industrial uses on the south side of the street; development on the north side is quite small with few buildings taking up more than a couple of lots. Most structures on the north side are 2-3 storeys in height with commercial at grade and residential above.

Project Description: While not part of the Toronto Mainstreets Initiative, this project demonstrated the potential for small scale intensification. The owner added a partial fourth floor to a three storey building fronting on Queen St. providing additional space for one of the two apartments located over the commercial space. The remainder of the lot ground plane was covered by expanding the commercial space and adding a self-contained townhouse that was built at the rear of the lot.

Intensification: Provide an additional unit on a small site.

Zoning Variances: Density, setbacks and parking.

Unit Type	b	1	2	3	>3	total
Townhouse			1			1
Stacked TH						
Walk-up Apt.			2			2
Elev. Apt.						
Total			3			3
Parking Spaces	surf	ug	res	vis	total	/unit
	1	0	1	0	1	.33
Site Stats	a(m ²)	g/a(m ²)	d	u/ha	u/ac	
	168	431	2.57x	180	73	



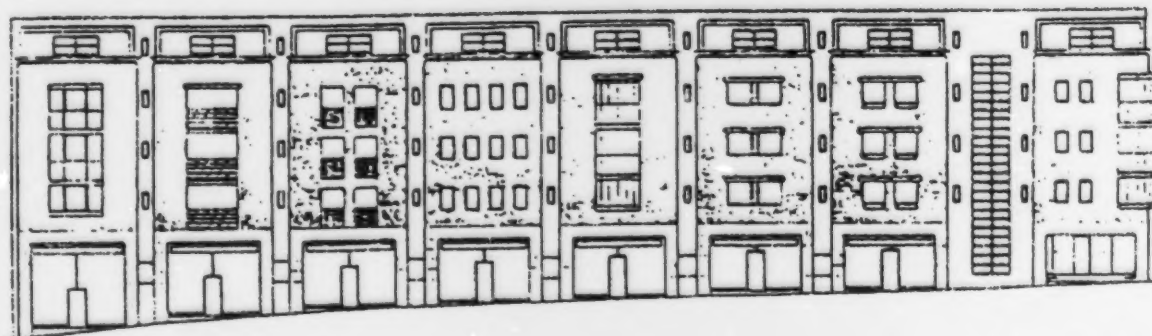
major arterial
outside downtown
small scale infill on single lot
3 private residences
commercial space
2 year development period

2.57x density

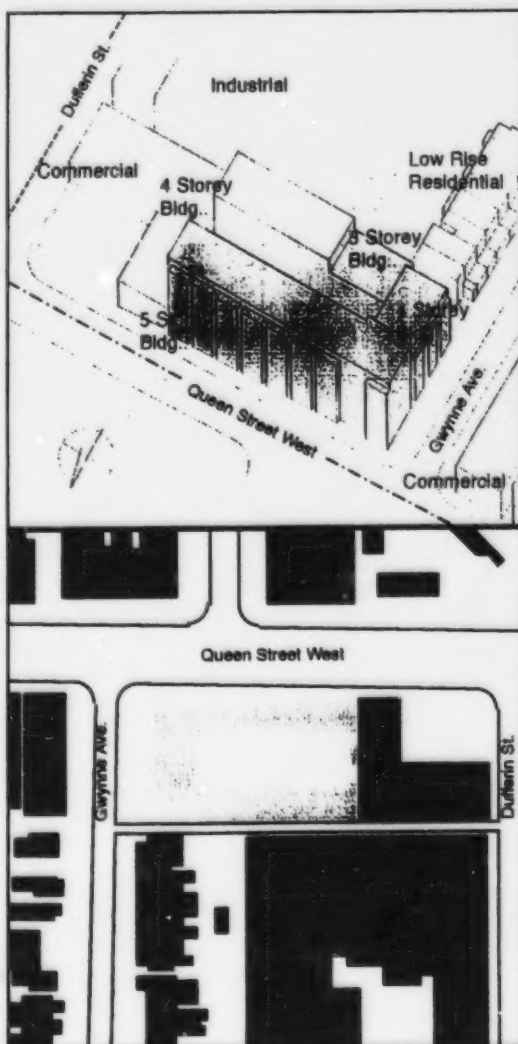
Location:	Major arterial.		1
Transit:	Major E-W streetcar route, N-S bus route.		1
Construction:	Renovation and additions.		0
Land Use:	Intensification of residential, retention of commercial uses.		0
Parking:	1 space for three units, provide in private garage off lane. Provision of adequate parking was an issue during planning process		1
Zoning:	<i>Site</i>	Commercial.	0
	<i>Neighbourhood</i>	Mix of commercial and residential. Variance needed at the time of development to provide housing over small commercial.	
Building Height:	<i>Neighbourhood</i>	2-3 storeys .	0
	<i>Permitted</i>	16m.	
	<i>Project</i>	3-4 storeys. Although slightly higher than its neighbours, height was not an issue.	
Footprint:	Developed on a dense commercial strip, 100% site coverage is not unusual (see figure-ground drawing to right).		1
Density	<i>Zoning by-law</i>	2.0x coverage residential, 1.0x commercial	0
	<i>Official Plan</i>	2.5x coverage	
	<i>Project</i>	2.57x coverage	
	<i>units/ha: 180</i>	Mix of land uses keeps residential density down despite high	
Bulk	<i>bdrms/ha: 238</i>	Floor Area Ratio. Private development with larger units.	0
		Roof top addition setback from facade, little noticeable change in massing from street. Lane more problematic but building faces sides of houses.	
Streetscape:	No change to streetscape, except in upgrading of commercial space.		1
Project Community:	Private, owner occupied development.		1

Compatibility:

5



Piccaluga Architect (Unbuilt)



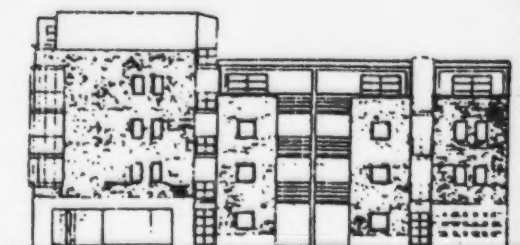
Context: The project was to be located near the intersection of two major arterials served by transit. The east-west street is primarily commercial and retail in 1-3 storey buildings with some residential over the stores. The north-south street includes residential and non-conforming industrial land uses; recent developments have included high rise apartment buildings (see Case Study #3). Side streets are low rise row and semi-detached houses of 1½ - 2½ storeys.

Project Description: This proposal provided 82 apartments in 3 blocks: a 5 storey building fronting on the east-west arterial with retail and common facilities at grade; a 4 storey block fronting a residential side street; and a 3-4 storey block at the south of the site backing onto a lane. All three blocks were to be served by an elevator in the 5 storey section with gallery access to upper levels and grade access to the lower units from a shared courtyard. Despite planning approvals, the project was not built because the length of the approvals process increased costs substantially. During the development process the developer made concessions to the neighbours limiting the types of retail that would be allowed and reducing heights in sympathy with adjacent scales.

Intensification: To have replaced low rise commercial buildings.

Zoning Variances: Density, height, building behind building, setbacks and parking.

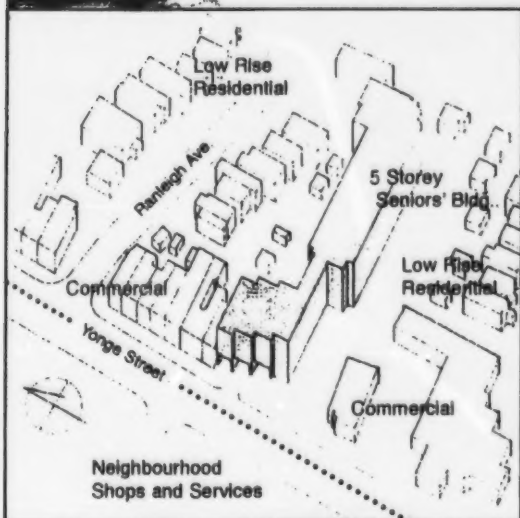
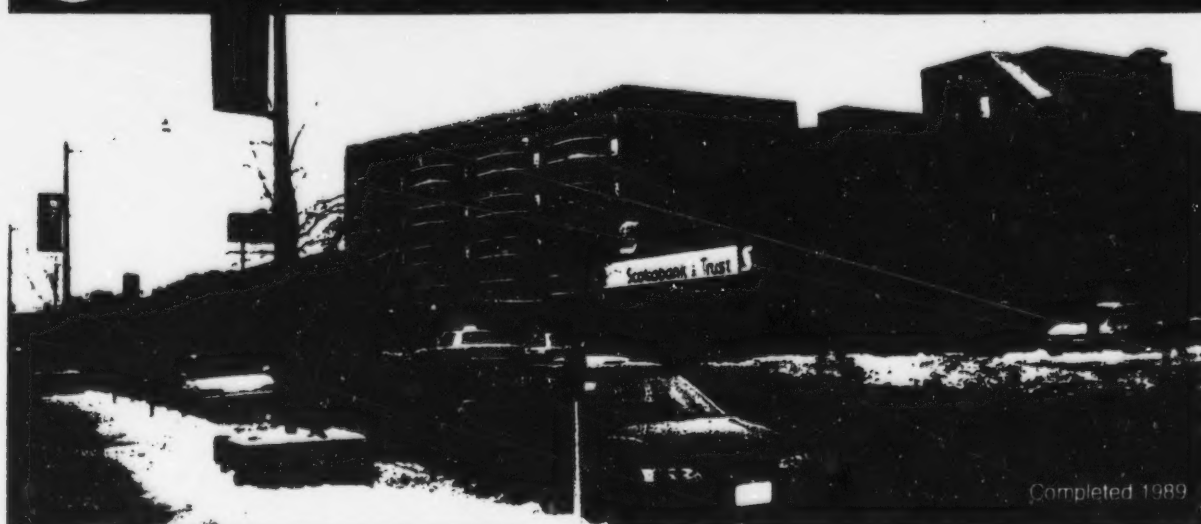
Unit Type	b	1	2	3	>3	total
Walk-up Apt.						
Elev. Apt.	1	41	40			82
Total	1	41	40			82
Parking	surf	ug	res	vis	total	/unit
Spaces	0	37	27	7	37	.41
Site Stats	a(m ²)	gfa(m ²)	d	u/ha	u/ac	
	2 411	5 776	2.39x	340	138	



major arterial
outside downtown
rental social (supportive) housing
retail at grade
significant concessions to neighbours
neighbourhood opposition
costs exceeded budget because of
lengthy planning process
see Figure 16

2.39x density

Location:	Facing major arterial and residential side street; close to shopping and amenities		0
Transit:	Major E-W streetcar route and N-S bus route.		1
Construction:	New construction.		1
Land Use:	Replaced commercial with residential and commercial.		0
Parking:	.41 spaces/unit, 3 additional spaces reserved for commercial tenants. Few of the tenants would drive.		0
Zoning:	<i>Site</i>	Mixed commercial and residential.	1
	<i>Neighbourhood</i>	Mixed commercial and residential on arterial, low density residential on side streets.	0
Building Height:	<i>Neighbourhood</i>	2-3 storeys on residential streets and arterial.	1
	<i>Permitted</i>	14m	0
	<i>Project</i>	3, 4 and 5 storeys (14m). Project height was varied, stepping down towards the residential neighbourhood behind.	0
Footprint:	Amount of site coverage is not unusual for this area (see industrial buildings to south and commercial buildings along arterial). Private space for the development was contained with a courtyard.		0
Density	<i>Zoning by-law</i>	2.5x coverage, max. 2.0x residential, 1.0x commercial.	1
	<i>Official Plan</i>	2.5x coverage.	1
	<i>Project</i>	2.39x coverage, 2.0x residential.	1
	<i>units/ha: 340</i>	high density of units and bedrooms/ha. Produced local concerns about concentration of ex-psychiatric patients.	1
	<i>bdrms/ha: 506</i>		1
Bulk	The courtyard design increased the perception of bulk as the built form was concentrated at the perimeter of the site.		1
Streetscape:	Providing the retail was occupied, the development may have improved the streetscape at this location (see strip mall to west).		1
Project Community:	The project's proposed community of consumer survivors was possibly its greatest liability.		1
Compatibility:			0



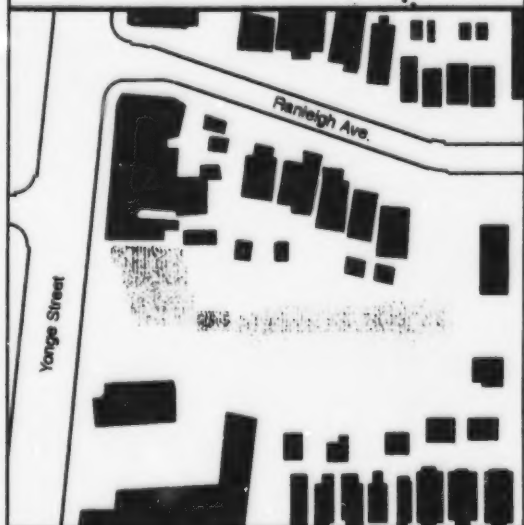
Context: The site is located on a major arterial one block from a subway station and bus routes. The neighbourhood includes a good variety of commercial and retail land uses including a supermarket across the street. The area to the east is an established low rise residential neighbourhood of single family detached houses and a large school. At the time of this site's development, there was a perceived need for more seniors' housing for the area's aging population.

Project Description: The project is on a deep site fronting a major arterial. Despite its prominent location, the ground floor is dedicated to parking, originally intended to address a meter shortage in the area (now used as visitor parking). Planners thought that the building was too tall at the back and suggested increasing the front section from 5 to 6 storeys while reducing the back from 5 to 4. They also suggested providing retail at grade and aligning the building with the street. Political approval was received without addressing these concerns. There appears to have been some urgency to start construction before government funding was lost, and the time was not good for development of new retail space.

Intensification: Replaced 2 storey commercial building.

Zoning Variances: Setbacks, parking, unit size and building depth. Site spanned two OP zones: the rear was LDR and seniors' housing was not permitted.

Unit Type.	b	1	2	3	>3	total
Elev. Apt.		110				110
Total		110				110
Parking Spaces	surf	ug	res	vis	total	/unit
	38	0	38	0	38	.35
Site Stats	a(m ²)	gfa(m ²)	d	u/ha	u/ac	
	4 027	8 650	2.15x	273	111	

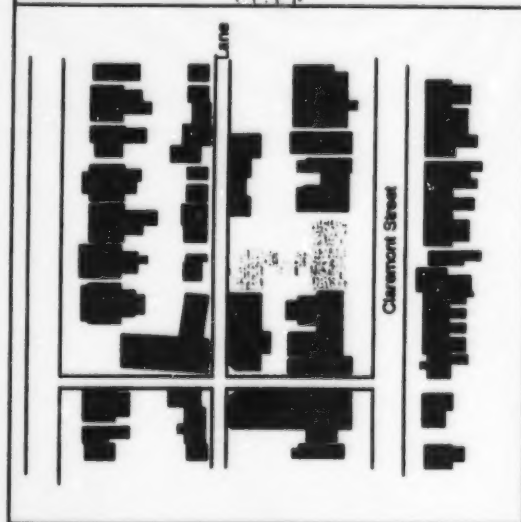
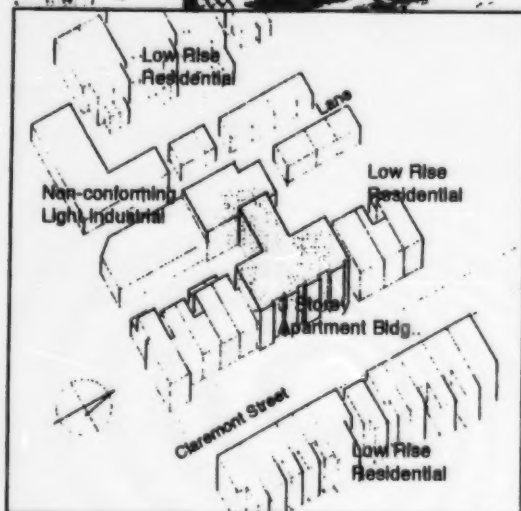




outside downtown
major arterial, at subway station
seniors' housing developed by
Metro Toronto Housing Company Limited
located in established single family area
limited neighbourhood opposition
3 year development period

2.15x density

Location:	Major arterial; walking distance to neighbourhood shopping and amenities.	
Transit:	Located one block from subway station and bus routes.	
Construction:	New construction.	
Land Use:	Change from commercial to residential - acceptable to neighbours.	
Parking:	.35 spaces/unit - parking provided at grade; additional parking provided under the building, originally as public meter parking, now used for visitors;	
Zoning:	<i>Site</i>	Mixed commercial and residential.
	<i>Neighbourhood</i>	Mixed commercial and residential on arterial, low density single family residences on side streets.
Building Height:	<i>Neighbourhood</i>	1-3 storeys on arterial; 2 storeys on residential streets.
	<i>Permitted</i>	16m.
	<i>Project</i>	5 storeys (16m).
		Concerns were raised about the height at the back of the lot.
Footprint:	Extent of the coverage was not a major concern; however, planners expressed interest in lining up the front of the building with the street; planners concerns not addressed as the project's approvals were rushed through to meet funding deadlines.	
Density	<i>Zoning by-law</i>	2x coverage.
	<i>Official Plan</i>	Low Density Mixed Comm. Res./ Low Density Res.
	<i>Project</i>	2.15x coverage - supported to provide needed seniors' housing.
	<i>units/ha: 273</i>	Slightly higher number of units/ha than allowed on the front
	<i>bdrms/ha: 273</i>	portion of the site, but again supported because for need.
Bulk	Building's bulk is not apparent from the street; there was concern with building overlooking back yards; suggestion that back be lowered were not acted on.	
Streetscape:	Provision of parking along the street edge, and the arbitrary angle of the building front do not enhance the streetscape.	
Project Community:	The perceived need for seniors' housing in the neighbourhood made the project community an asset to the proposal.	
Compatibility:		



Context: The project is located within an established low rise residential area midway between two major arterials with transit. Most of the buildings in the area are 1½-2 storey detached or semi-detached houses (some subdivided). There are, however, a number of legal non-conforming commercial uses. The Official Plan also permits the presence of some light industrial uses, some of which are located in the immediate vicinity of the site particularly on the mid-block laneways.

Project Description: This project provides 18 bachelor apartments in 3 storeys. The building's footprint has an "H" configuration that creates two courtyards while concentrating the built form along the street and along the fairly built-up back lane. The presence of existing buildings on the back lanes may have helped establish precedent for the density above that permitted in the zoning by-law and eased neighbourhood opposition.

Intensification: Replaces an old industrial building that was partially used as an auto repair shop

Zoning Variances: Parking, density, depth of building, height.

Unit Type	b	1	2	3	>3	total
Townhouse						
Stacked TH						
Walk-up Apt.	18					18
Elev. Apt.						
Total	18					18
Parking	surf	ug	res	vis	total	/unit
Spaces	3	0	3	0	3	.17
Site Stats	a(m²)	gfa(m²)	d	u/ha	u/ac	
	920	1 650	1.79x	196	80	



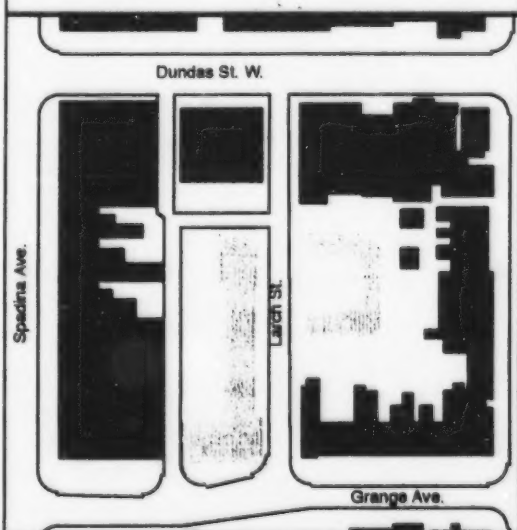
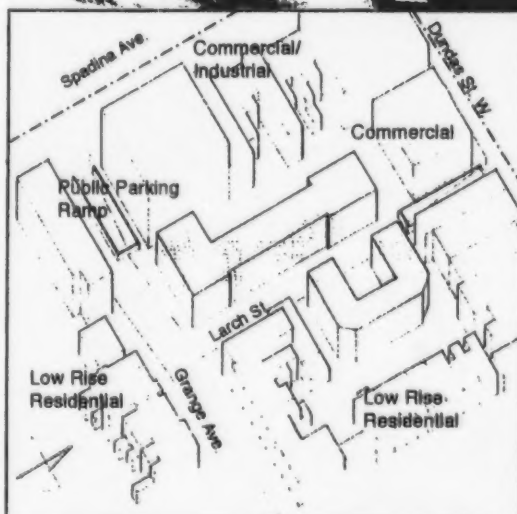
downtown
off main street
rental social housing for singles
3 storey building on residential street
density along back lane fits with context
replaced legal non-conforming use

1.79x density

Location:	Residential street between two main streets.	
Transit:	5 minute walk to 2 streetcar routes.	
Construction:	New construction.	
Land Use:	Replaced autobody shop in middle of established residential block.	
Parking:	.17 spaces/unit; parking provide off lane under back portion, on-street parking is an issue in the neighbourhood.	
Zoning:	<i>Site</i>	Residential (formerly legal non-conforming).
	<i>Neighbourhood</i>	Low density residential.
Building Height:	<i>Neighbourhood</i>	1 1/2- 2 storeys
	<i>Permitted</i>	10m
	<i>Project</i>	3 storeys (>10m).
Footprint:	Although the building footprint is greater than the zoning envisions, it is not out of character with the context (see figure ground drawing on left).	
Density	<i>Zoning by-law</i>	1.0x coverage.
	<i>Official Plan</i>	Low Density Residential.
	<i>Project</i>	1.79x coverage.
	<i>units/ha:196</i>	Density above that of the area, however, many houses are now subdivided, increasing the unofficial units/ ha.
Bulk	<i>bdrms/ha: 196</i>	
Streetscape:	Project attempts to fit with the character of the neighbourhood.	
Project Community:	Project is designed to house low income singles but is located in a neighbourhood of single family residences.	

Compatibility:

0
0
1
1
1
0
1
0
1
1
1
-2



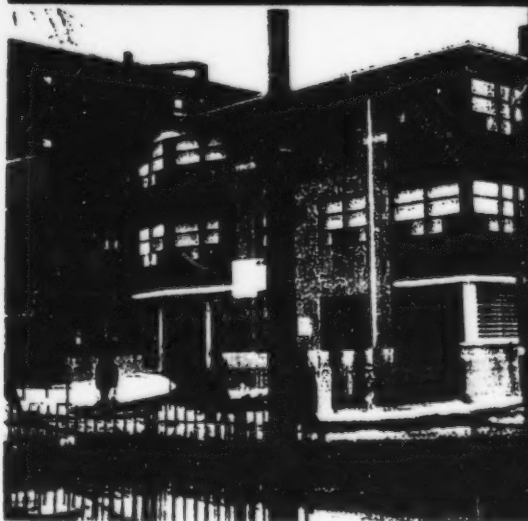
Context: The project is located in a dense built-up area. Although the residential stock in the area is primarily 2 storey row and semi-detached houses, many are subdivided. The commercial development on the street 1/2 block to the north is also low rise but very intensely used. The commercial street to the west includes older industrial buildings of up to 6 storeys. Both commercial streets are served by transit lines.

Project Description: These buildings were constructed over a new public underground parking structure serving Toronto's "Chinatown." The western building includes walk-up apartments and grade related units. The eastern block consists of apartments arranged around a courtyard. The buildings are both 3 storeys high, fitting in with the scale of the surroundings. Despite the participation of a neighbourhood working group, including residents and local business people, the project took 10 years to realize. It was complicated by separate ownerships of the housing and the parking structure, and the need to block off existing streets to provide access to the parking.

Intensification: Replaced 14 vacant lots and a parking lot.

Zoning Variances: Density, setbacks and parking.

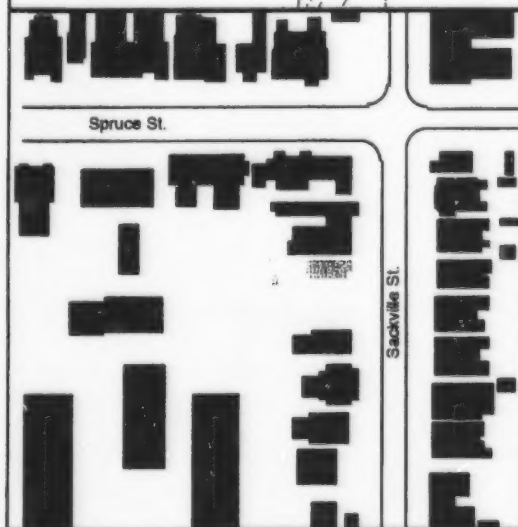
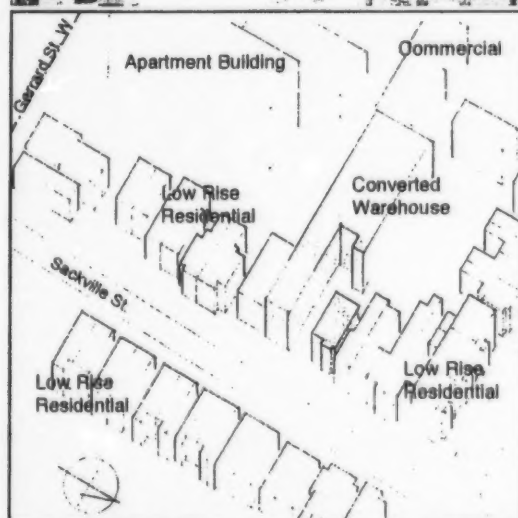
Unit Type	b	1	2	3	>3	total
Townhouse						
Stacked TH			6	6		12
Walk-up Apt.	8	20	10	3		41
Elev. Apt.						
Total	8	20	16	9		53
Parking	surf	ug	res	vis	total	/unit
Spaces	19	0	19	0	19	.36
Site Stats	a(m ²)	gfa(m ²)	d	u/ha	u/ac	
	2 292	3 900	1.7x	192	78	



downtown
off main street
rental social housing for families
in dense built-up area
2 buildings over public underground parking
adjacent to old industrial and commercial uses
10 year development period
local working group of residents
and business people

1.7x density

Location:	Residential street in dense downtown neighbourhood - adjacent to shopping.		1
Transit:	One short block to two major street car routes.		1
Construction:	New construction.		0
Land Use:	Intensification of residential (although lots were vacant for 10 years).		0
Parking:	.36 spaces/unit - parking for residents provided at grade off lanes. Public parking is provided in large underground structure.		1
Zoning:	<i>Site</i>	Mixed residential.	1
	<i>Neighbourhood</i>	Mixed - light industrial and commercial to the west, mixed commercial and retail immediately to the north, and low density (FAR) residential to the east and south.	
Building Height:	<i>Neighbourhood</i>	2-6 storeys.	1
	<i>Permitted</i>	12m.	
	<i>Project</i>	3 storeys (10m).	
Footprint:	Footprint of the project is compatible with the surroundings. East building forms a courtyard facing the street, an element that is not found elsewhere, but that makes good use of the site.		1
Density	<i>Zoning by-law</i>	1.0x coverage.	0
	<i>Official Plan</i>	Low Density Residential, up to 2.0x coverage.	
	<i>Project</i>	1.0x coverage - within Official Plan limits.	
	<i>units/ha: 192</i> <i>bdrms/ha: 380</i>	High density of units and bedrooms/ha is a characteristic of this neighbourhood.	
Bulk	Massing of the building fits well with the neighbourhood. In the shadow of the industrial buildings to the west, the project appears quite modest.		1
Streetscape:	Project enhances the streetscape, providing front doors on the street for most units.		1
Project Community:	Designed to accommodate local needs.		1
Compatibility:			9



Context: The site is located on a residential street 1/2 block north of a major arterial with transit, apartment buildings and some limited retail. A neighbourhood shopping street is 3 blocks to the west. The immediate surroundings include low rise housing ranging from detached to row houses. Although the area has working class origins, it has been gentrified over the last 20 years even though it is bounded to the south by a large public housing project. Despite the rising values of the properties, some rooming houses remain.

Project Description: The project converted an exiting warehouse in the middle of the block into 8 freehold townhouses with private garages on the ground floors. The site also incorporates an existing detached house with surface parking. Potential overlook problems to the south were avoided by limiting the openings in the south facade and providing open space for the units on the roof of the building. Developed within the envelope of the existing warehouse, there was little change in the gross floor area and apparent bulk accommodated on the the site.

Intensification: Converted underused industrial building.

Zoning Variances: Density, height, setbacks, building depth.

Unit Type	b	1	2	3	>3	total
Detached				1		1
Townhouse				8		8
Walk-up Apt.						
Elev. Apt.						
Total				9		9
Parking	surf	gar	res	vis	total	/unit
Spaces	9	0	9	0	9	1.0
Site Stats	a(m ²)	gfa(m ²)	d	w/ha	w/ac	
	1 227	1 832	1.49x	73	30	

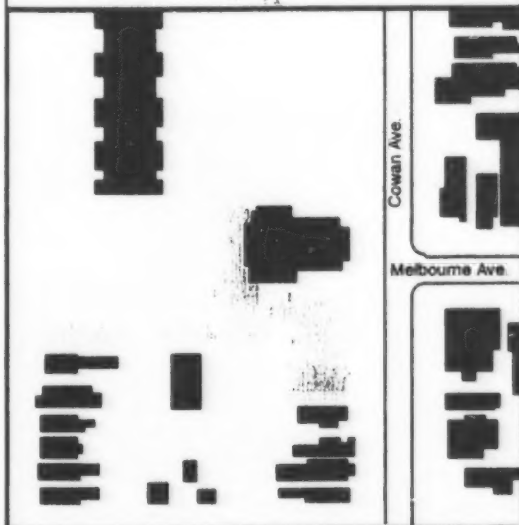
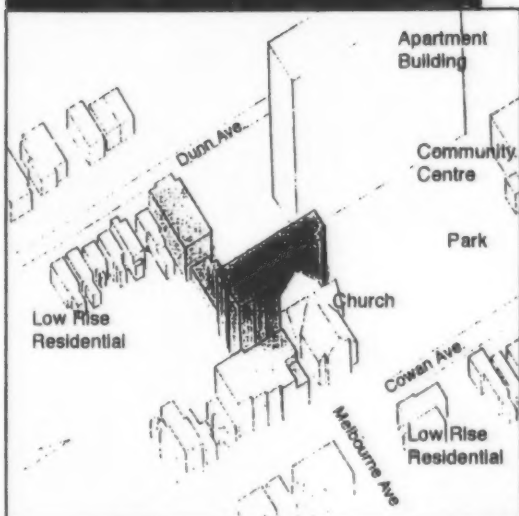


downtown
off main street
conversion of underused warehouse
8 private townhouses & 1 detached
replaced non-conforming use
private open space provided on rooftop

1.49x density

Location:	Residential street; 5 min. walk to neighbourhood shopping, 20 min. to CBD.	
Transit:	Less than a block to major streetcar line, bus routes within 5 minute walk.	
Construction:	Renovation of existing warehouse - construction within existing volume.	
Land Use:	Change from non-conforming industrial use.	
Parking:	1.0 spaces/unit. As a private development, there are more concerns about parking and 1 space/unit may not suffice. On-street parking is an issue in the area.	
Zoning:	<i>Site</i>	Residential.
	<i>Neighbourhood</i>	Residential.
	Change to conforming land use is an asset.	
Building Height:	<i>Neighbourhood</i>	1-3 storeys.
	<i>Permitted</i>	12m
	<i>Project</i>	3 storeys (approx 10m). Even though within height limits, the building has taken place within an existing volume.
Footprint:	The footprint of the building located in the middle of the block and covering much of the site would have been an issue if it were not a pre-existing building. Private amenity space was provided on the rooftops.	
Density	<i>Zoning by-law</i>	1.0x coverage.
	<i>Official Plan</i>	Low Density Residential.
	<i>Project</i>	1.49x coverage - within OP, matching pre-existing floor area.
	<i>units/ha: 73</i> <i>bdrms/ha: 227</i>	Unit sizes are large given the small footprint of each. Density is achieved partly by stacking the open space on the roof.
Bulk	The general massing of the building was not changed. Potential overlook problems were addressed by providing no openings on the south wall.	
Streetscape:	Streetscape was enhanced by the remodeling of the old warehouse.	
Project Community:	Private townhouses in a gentrified area - marketed to many of the same sort of people living in the neighbourhood.	

Compatibility:



Context: The project is located on the north side of an established low rise residential area with 2-3 storey houses many of which are subdivided. Immediately to the north of the site is a 20 storey apartment building, a neighbourhood park and a major community centre. The site is less than 1/2 block from a major arterial with well used commercial and retail functions and a transit route. The site is located in an area designated in the Official Plan as high density residential of up to 2 times coverage.

Project Description: This project was initiated by the church. The original proposal was for 148 unit in buildings of 5 and 10 storeys (2.6x density). This was reduced in response to strong neighbourhood opposition (at least partially based on the perception that the church did not contribute to the community). The built project consists of 126 seniors' apartments and a semi-detached house that functions as the church manse. As 8 storey building is located in the middle of the block behind the church and two 4 storey wings extend out to the streets approximating the existing scale. The project did not have strong support from the local planners, but was promoted through political processes

Intensification: 127 units replaced 5 existing houses.

Zoning Variances: Density, setbacks, building depth, building behind building, parking.

Unit Type	b	1	2	3	>3	total
Townhouse.				1		1
Elev. Apt.		124	2			126
Total		124	2	1		127
Parking	surf	ug	res	vis	total	/unit
Spaces	0	24	24	0	24	.19
Site Stats	a(m ²)	gfa(m ²)	d	u/ha	u/ac	
	3 955	r8 290 t9 401	r2.09x t2.38x	321	130	

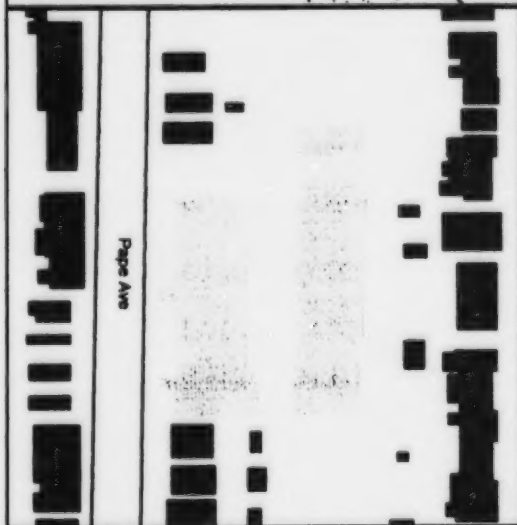
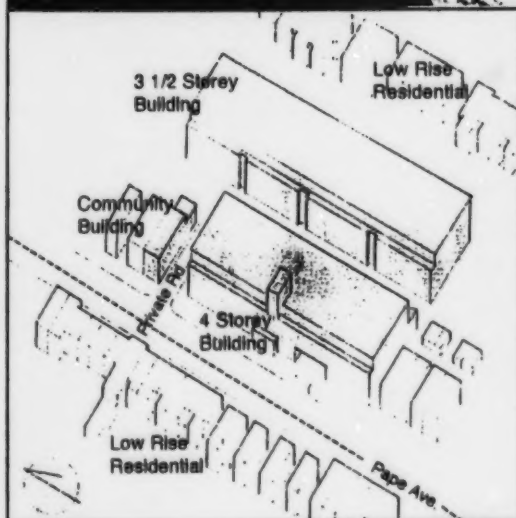
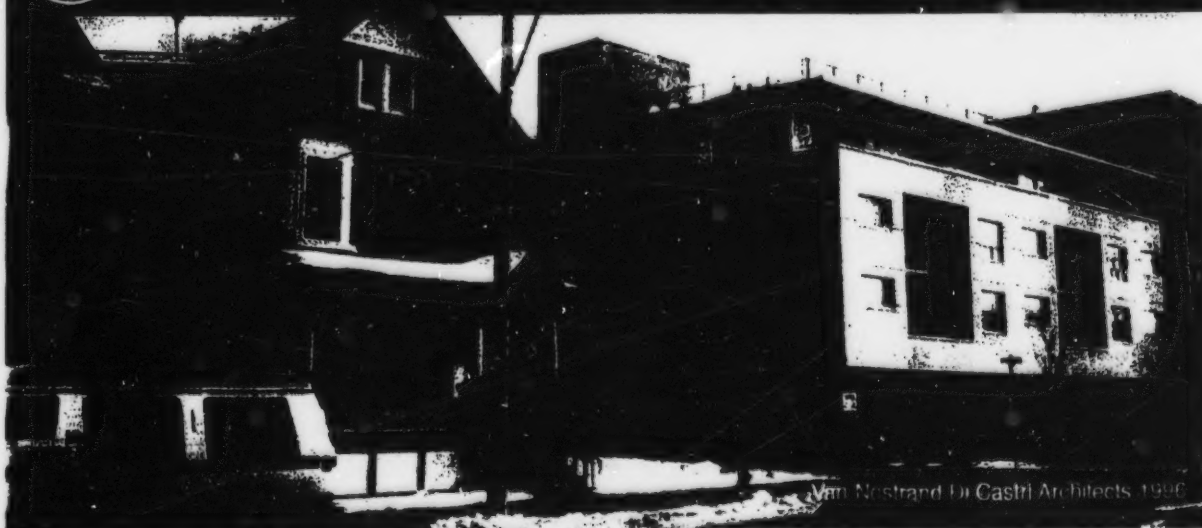


outside downtown
off main street
rental social housing for seniors'
between low rise neighbourhood
and high rise building
church sponsored project
neighbourhood animosity towards church
contributed to lengthy process
6 year development process

2.38x density

Location:	Residential street, close to major arterial with neighbourhood shopping.		0
Transit:	Short walk to E-W streetcar routes.		1
Construction:	New Construction.		-1
Land Use:	Intensification of residential (replaced 5 detached houses).		-1
Parking:	.19 spaces/unit. Parking was not an issue for this seniors' building.		0
Zoning:	<i>Site</i>	Residential.	0
	<i>Neighbourhood</i>	Residential. Main street just to north zoned for mix of residential and commercial.	
Building Height:	<i>Neighbourhood</i>	2-3 storeys (south) 20 storeys (immediately to north).	-1
	<i>Permitted</i>	10m.	
	<i>Project</i>	4 & 8 storeys (12 & 23 m).	
Footprint:	The footprint of the project is a significant departure from the area to the south, covering far more of the site than is usual in this neighbourhood.		-1
Density	<i>Zoning by-law</i>	1.0x coverage.	0
	<i>Official Plan</i>	2.0x coverage (High Density Residential).	
	<i>Project</i>	2.38x coverage. Exceeds both by-law and Official Plan.	
	<i>units/ha: 321</i>	Units and bedrooms/ha is not a major issue with seniors' housing.	
Bulk	<i>bdrms/ha: 325</i>	ing.	0
Bulk	Building is in three parts, the largest in the middle of the block, partly masked by the church. The size of the building, however, was a concern to neighbours.		0
Streetscape:	The building is only 4 storeys at the street, approximating the height and rhythm of neighbouring 3 storey structures.		1
Project Community:	Seniors' buildings do not usually present a problem to neighbourhood groups.		1

Compatibility:



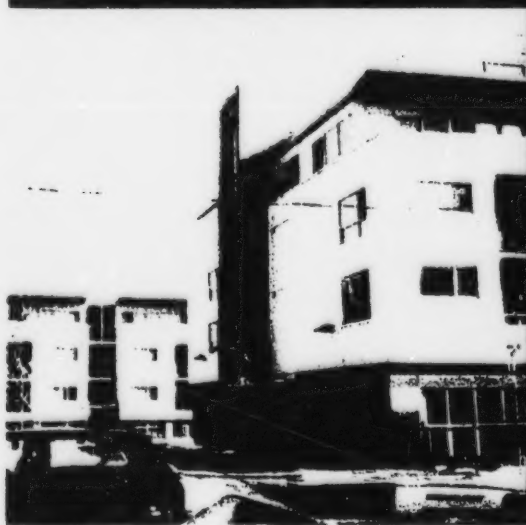
Context: The site is located $1\frac{1}{2}$ block south of an arterial and transit routes are within a 5 minute walk. The arterial accommodates a range of commercial and retail functions and a major supermarket is within walking distance. The immediate surroundings include low rise residential in 2-2 $\frac{1}{2}$ storey houses, as well as legal non-conforming industrial land uses. The site faces a wide residential street.

Project Description: The project provides 156 apartments in 2 buildings and incorporates a previously existing detached house as a neighbourhood community centre. The new building that fronts on the street is 4 storeys tall (reduced from the original proposal of 6), while the rear building is slightly shorter at 3 $\frac{1}{2}$ storeys (lowered from 4) to reduce its visual impact on the residents to the east. A private road provides access to the rear building. Attempts were made to match the existing scale of the neighbourhood by stepping back the top floors.

Intensification: Replaced 10 houses along the street and a legal non-conforming industrial use at the back of the site.

Zoning Variances: Density, height (minor), setbacks, building depth, parking and open space.

Unit Type	b	1	2	3	>3	total
Townhouse						
Stacked TH						
Walk-up Apt.						
Elev. Apt.	26	94	34	2		156
Total	26	94	34	2		156
Parking	surf	ug	res	vis	total	/unit
Spaces	2	80			82	.53
Site Stats	a(m ²)	gfa(m ²)	d	u/ha	u/ac	
	6 726	r12 395	r1.84x	232	94	
		t12 720	t1.90x			



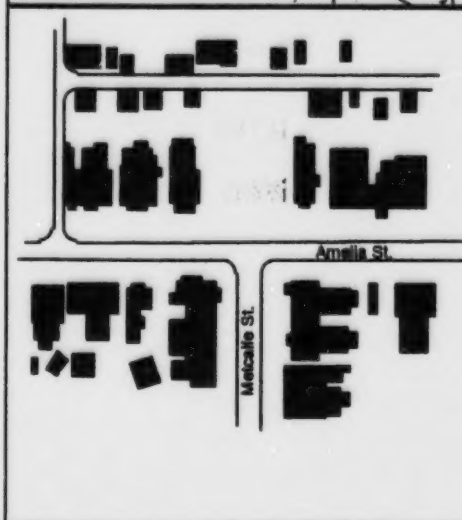
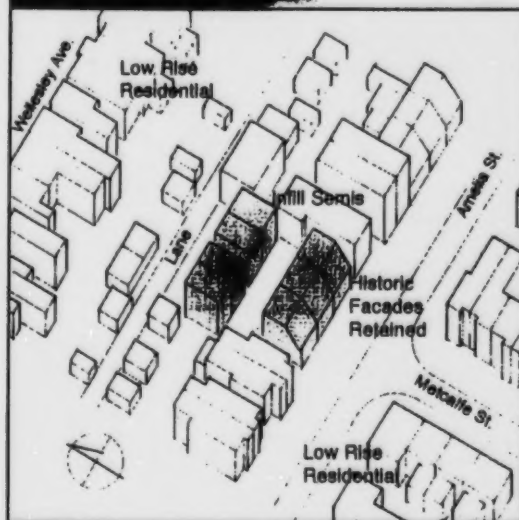
outside downtown
off main street
rental social housing for low to
moderate income households
on established residential street
rear building lowered into ground to reduce
visual impact of neighbours
includes community space
5 year development process

1.9x density

Location:	Residential street within walking distance of arterials.	
Transit:	Streetcar and bus routes within one block to the north and south.	
Construction:	New construction.	
Land Use:	Intensification of residential and replacement of non-conforming industrial use.	
Parking:	.53 spaces/unit. Parking was an issue at public meetings even though the number of spaces provided is fairly generous for social housing.	
Zoning:	Site	Residential (formerly legal non-conforming).
	Neighbourhood	Residential.
Building Height:	Neighbourhood	2-2½ storeys.
	Permitted	12m.
	Project	3½ & 4 storeys (10.5m). Within zoning by-law, and not significantly taller than adjacent buildings.
Footprint:	The building's footprint is quite different from the rest of the residential sites on the block. However, the building at the rear of the site replaced an industrial building with a similar mid-block footprint.	
Density	Zoning by-law	1.0x coverage.
	Official Plan	2.0x coverage for formerly non-conforming sites.
	Project	1.9x coverage - within OP but different from context.
	units/ha: 232	Units/ha higher than surrounding neighbourhood.
	bdrms/ha: 291	
Bulk	Massing of large horizontal blocks next to semi-detached houses made bulk an issue during the planning process. Overlook from rear building was an issue.	
Streetscape:	The horizontal emphasis of the building presents a rhythm different from the rest of the street. Units do not open directly to the street.	
Project Community:	The neighbourhood community was concerned about the concentration of social housing in the area.	
Compatibility:		



Hodgson Architects 1994



Context: This project is located within a low rise residential area, and less than $\frac{1}{2}$ block from an arterial with well used neighbourhood commercial and retail uses and two transit routes. Most of the residential buildings in the area are 2-3 storey townhouses and semi-detached houses, some of which are subdivided. The overall density of the neighbourhood is quite high because of the narrow street right-of-ways, many of which are below current standards.

Project Description: This development renovated 3 existing historically listed cottages, adding second storeys facing away from the street while preserving the character of the street facades. Four new 2 storey semi-detached houses were built at the rear of the site with access from a common courtyard and walkway leading from the street. The developer's original intention was to demolish the cottages and construct 6 new townhouses facing the street. The realized project was the result of negotiations during the planning process that provided more units than the developer had proposed while preserving neighbourhood character.

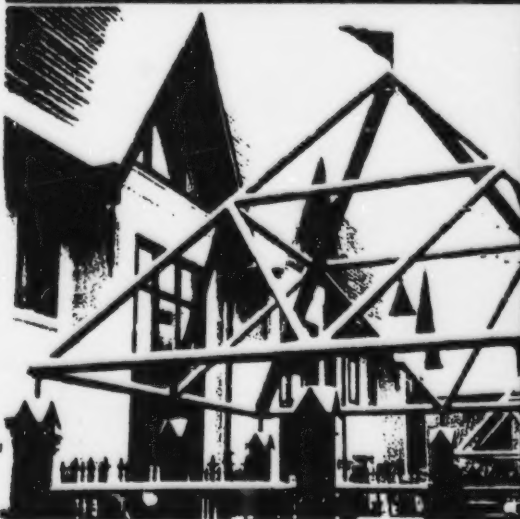
Intensification: Additional floor area to 3 houses, 4 new houses added to site.

Zoning Variances: Setbacks, building depth, building behind building, density (minor), parking, distance to neighbouring buildings.

Unit Type	b	1	2	3	>3	total
Semi				4		4
Townhouse			3			3
Total			3	4		7

Parking Spaces	surf	ug	res	vls	total	/unit
	8	0	8	0	8	1.14

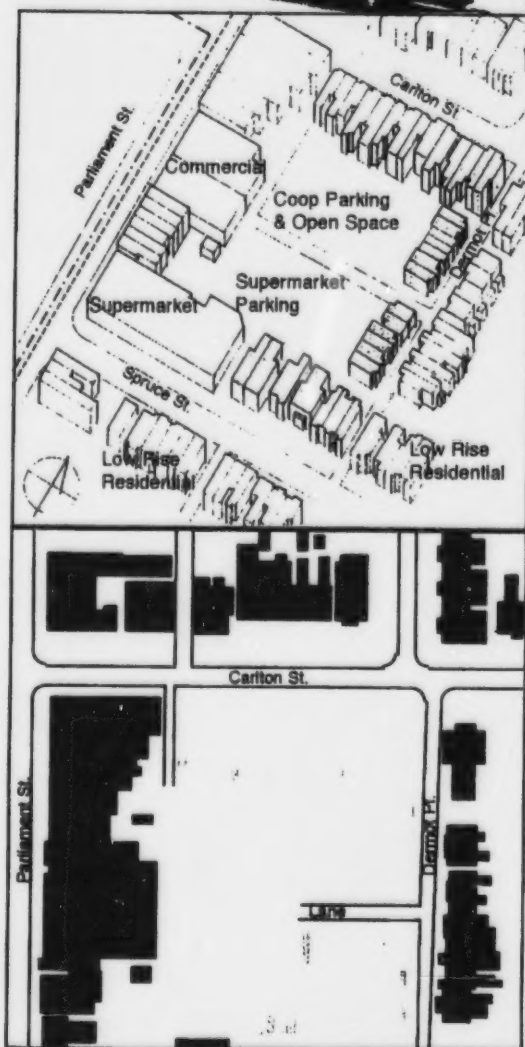
Site Stats	a(m ²)	gfa(m ²)	d	u/ha	u/ac
	1 300	1 300	1.0x	54	22



downtown
low density area
private freehold semis and townhouses
preserved historically listed facades
neighbourhood process resulted in
development of more units
4 year development process

1.0x density

Location:	Residential street within easy walking distance of shopping and amenities.	
Transit:	Within walking distance of bus and streetcar routes.	
Construction:	Renovation and new construction.	
Land Use:	Intensification of residential use.	
Parking:	1.14 spaces/unit. On-street parking is an issue in this neighbourhood - provision of ample parking was important.	
Zoning:	<i>Site</i>	Residential.
	<i>Neighbourhood</i>	Residential.
Building Height:	<i>Neighbourhood</i>	2-3 storeys.
	<i>Permitted</i>	12m.
	<i>Project</i>	1 1/2 & 2 storeys (9.3m).
Footprint:	The footprint does not cover more of the site than other houses in the area (the other houses on the street are particularly large). The major problem for zoning was that the site presented "building behind a building", an issue that always results in a public rezoning process.	
Density	<i>Zoning by-law</i>	1.0x coverage.
	<i>Official Plan</i>	1.0x coverage with .25x extra for retaining historic structures.
	<i>Project</i>	1.0x coverage.
	<i>units/ha: 54</i> <i>bdrms/ha: 138</i>	Although more than doubling the number of units, the density / ha remains very low (compare with Case Studies 11 and 15)
Bulk	The apparent mass of the buildings remains the same from the street. The new building is behind and only visible from the lane and a couple of back yards.	
Streetscape:	The streetscape remains substantially the same, although the condition of the old cottage facades was improved.	
Project Community:	This is a private development aimed at people similar to those already living in the neighbourhood.	
Compatibility:		



Context: This project is located within a low rise residential area, and less than $\frac{1}{2}$ block from a major arterial with well used neighbourhood commercial and retail uses and 2 transit routes. Most of the residential buildings in the area are 2-3 storey semi-detached or rowhouses, some of which are subdivided. Overall, however, the density of the neighbourhood is quite high because of the narrow street right-of-ways, many of which are below current standards.

Project Description: This is a 75 unit non-profit co-op accommodated within pre-existing houses and 8 new townhouses on assembled land facing 3 streets. Most of the houses are on a contiguous property, however, several other are scattered around the block. The co-op originally applied to build more new units, and, within the limitations of the Official Plan, would have been permitted to build up to 1.0x density on the site. Only 8 were built bringing the total density to .72x, however, to placate neighbourhood opposition. The remaining open space is used for parking and landscaped open space for the residents.

Intensification: Some of the pre-existing houses have been divided into apartments and 8 new townhouse were built.

Zoning Variances: Setbacks, parking.

Note: Figures below for contiguous site only.

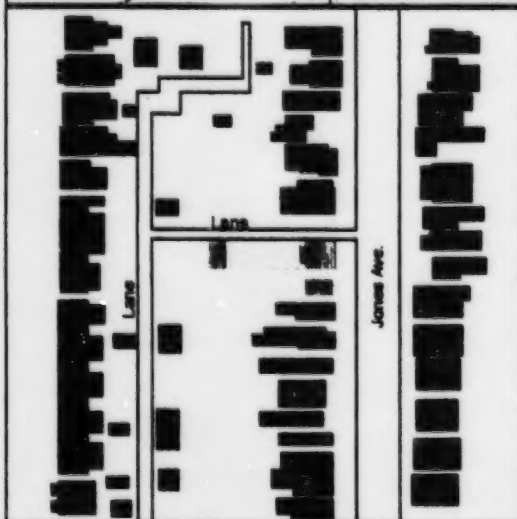
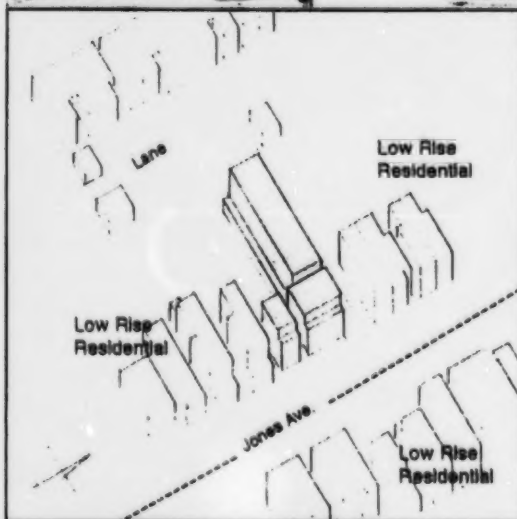
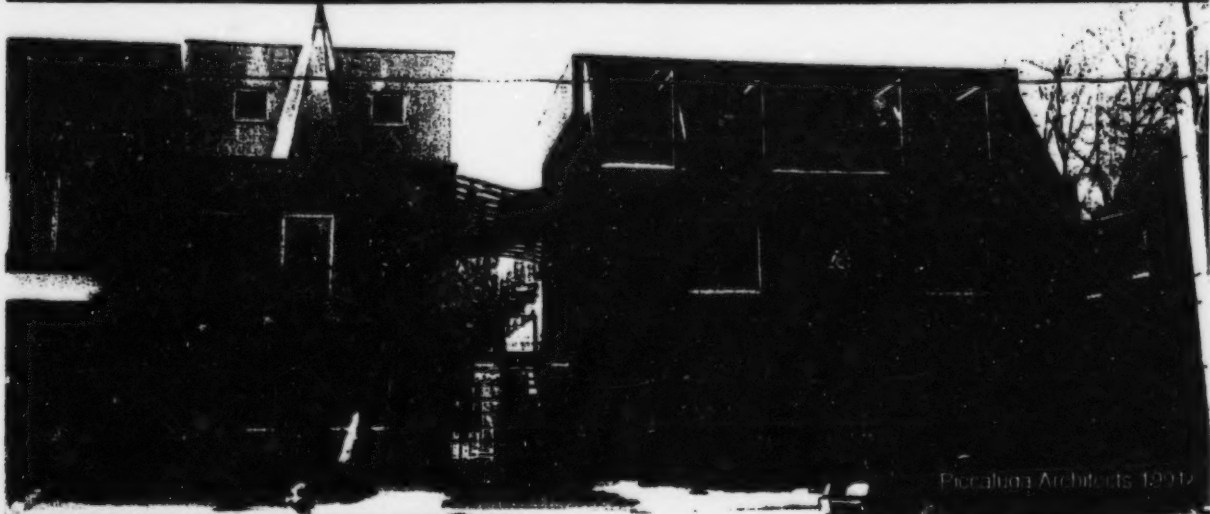
Unit Type	b	1	2	3	>3	total
Townhouse						
Stacked TH						
Walk-up Apt.						
Total						46
Parking	surf	ug	res	vis	total	/unit
Spaces	35	0	31	4	35	.76
Site Stats	a(m ²)	gfa(m ²)	d	u/ha	u/ac	
	4 403	3 190	.72x	104	42	



low density area
downtown
non-profit coop housing
renovated town and semi-detached houses
8 new townhouses
scattered units
low rise neighbourhood with
narrow streets and lanes
not built to full-density to
placate neighbours

0.72x density

Location:	Residential street, close to neighbourhood shopping and CBD.	
Transit:	2 minute walk to street car and bus routes.	
Construction:	Renovations with 8 new houses.	
Land Use:	Intensification of residential.	
Parking:	.76 spaces/unit. this is a very high ratio for non-profit housing, but on street parking is a major issue in this neighbourhood.	
Zoning:	<i>Site</i>	Residential.
	<i>Neighbourhood</i>	Residential.
Building Height:	<i>Neighbourhood</i>	2-3 storeys.
	<i>Permitted</i>	12m.
	<i>Project</i>	2-3 storeys (approx. 6-9m). Within the by-law.
Footprint:	Because the project uses mostly existing buildings there is little change to the footprint. The new buildings provided on Dermot Place are located in positions that were probably the sites of houses in the past.	
Density	<i>Zoning by-law</i>	1.0x coverage.
	<i>Official Plan</i>	1.0x coverage Low Density Residential.
	<i>Project</i>	.72x coverage.
	<i>units/ha: 104</i>	Increased density of units/ha is accomplished by subdividing the existing rather than building new.
	<i>bdrms/ha: 184</i>	
Bulk	Most units within pre-existing buildings typical of the area.	
Streetscape:	Most units within pre-existing buildings typical of the area.	
Project Community:	Some reservations from neighbours about the location of non-profit housing within the area.	
Compatibility		



Context: The project is located mid-block on a wide residential street served by a bus route. The housing stock is low rise comprised of 2-2½ storey detached and semi-detached houses (there are a few other infill projects in the area). On the west side of the street, where this project is sited, the lots are deep, providing good opportunities for intensification.

Project Description: This project provides 14 apartments in three blocks. Two buildings front on the street mimicking the scale of the neighbourhood buildings. One contains 2 apartments, the other common facilities. A third runs almost the full depth of the site on the northern perimeter and contains 12 units that are entered from a common courtyard. The original proposal called for a development of 22 units and a density of 1.2x. However, the developer reduced the density to 1.0x to conform with the Official Plan for the area. Although conforming with the OP, the density is atypical for the area because of the unusually deep lots--typical houses on the block have densities of less than .5x.

Intensification: Replaced 2 houses.

Zoning Variances: Density, setbacks, building depth, parking and open space.

Unit Type	b	1	2	3	>3	total
Townhouse						
Stacked TH						
Walk-up Apt.	1	11	5			17
Elev. Apt.						
Total						
Parking Spaces	surf	ug	res	vis	total	/unit
	10	0	10	0	10	.59
Site Stats	a(m ²)	gfa(m ²)	d	u/ha	u/ac	
	994	1 000	1.0x	171	70	



- low density area
- outside downtown
- rental social housing for First Nations people
- deep lots ideal for intensification
- zoning permits 0.6x coverage but
- most sites developed to less than 0.5x
- 4 year development period

1.0x density

Location:	Residential street, neighbourhood shopping within walking distance.
Transit:	Bus route on street.
Construction:	New construction.
Land Use:	Intensification of residential.
Parking:	59 spaces/unit. Parking was an issue during the rezoning process.

Zoning:	<i>Site</i>	Residential.
	<i>Neighbourhood</i>	Residential.

Building Height:	<i>Neighbourhood</i>	2- 2½ storeys .
	<i>Permitted</i>	12m.
	<i>Project</i>	2 ½ storeys (9.5m). Within by-law and matching surroundings.

Footprint: The footprint of the building is substantially deeper than those on neighbouring sites. This presented overlook concerns to residents of adjoining properties.

Density	Zoning by-law	0.6x coverage.
	Official Plan	1.0x coverage Low Density Residential.
	Project	1.0x coverage. Within OP but different from context.
units/ha:171		Significantly higher than typical sites in the neighbourhood
bdrms/ha:221		(although there are some other infill projects of similar density).

Bulk The depth of the building presented the biggest challenge during the planning process. The bulk a factor when viewed from the lanes and back yards.

Streetscape: The massing and the scale of the building from the street match the neighbourhood rhythms.

Project Community: The proposed tenant group for the site was a concern for some neighbours at the public meetings.

Compatibility

Appendix B

Matrix Analysis

Compatibility Matrix

This "compatibility matrix" summarizes the characteristics of the projects in the Case Studies and allows for comparisons. The matrix helps identify specific issues that may arise as proposals for increasing residential density move through the municipal approvals process.

The examples in the matrix are numbered to match the case studies shown in Appendix A. Under each project there are two columns. The first notes how the project compares with its surroundings with regard to key variables; the second designates its compatibility. A compatibility of "1" indicates that the approach taken in the design of the project is an asset to the rezoning (or other municipal approvals) process; "0" indicates that the variable is neutral; "-1" indicates that it is a liability. These numbers are summed up at the bottom of the matrix, giving some indication of the project's relative compatibility. For the purposes of this matrix the values assigned to the variables were determined by reviewing the minutes of public meetings held to discuss the various proposals.

This matrix has been discussed and tested with a range of participants within both the private and non-profit housing sectors. Included in this consultation were: a developer familiar with problems of both private and non-profit housing; a non-profit housing provider experienced in developing low-income and supportive housing; and a lawyer who specializes in work with the Ontario Municipal Board. All of those consulted felt that the matrix could act as a valuable tool in the negotiation of increased densities within existing neighbourhoods. The developer pointed out that the design of several projects (#2, 3, and 10) all included workgroups of neighbourhood residents and that all of the variables listed would have been addressed in that forum.

Despite the value of this list, those who reviewed the matrix pointed out that there are variables that cannot be predicted. Most notably these included unexpected political support or opposition that runs counter to the desires of neighbourhood residents (Case Study #12, for example, received opposition from neighbours and planning departments, but was approved by the politicians). There also may be unreasonable demands from members of the Ontario Municipal Board which increase the cost of opposing a project beyond the budget of most local groups or non-profits.

Finally, this matrix does not address design specifically but has stressed "planning issues" – (aesthetic issues are not generally legislated). However, it must be recognized that the appearance of the buildings will influence the degree of resistance that any proposal will receive.

Variables:

The following are brief explanations of each of the variables listed on the "Compatibility Matrix".

- a. **Location** Many of these projects were located on or near major *arterials*. Typically, location on a major arterial was an asset. Gaining acceptance for proposals in these locations was generally easier since there was usually higher existing

densities than on the adjoining residential streets. In many cases the Official Plan already recognized the areas as appropriate sites for future high density residential development—although the projects still required rezoning, there was already an institutional preference for the proposed density

There was far more community opposition to intensification projects on residential streets, and in these cases location was most often a liability. Some of the case studies presented mixed situations, e.g., buildings that faced both arterial roads and residential streets. In these examples, it was assumed that the liabilities and assets cancelled one another.

b. Transit All of the case study projects are located within walking distance of transit routes. Transit accessibility was regarded as an asset in all cases except those that are situated on minor routes or that have slightly longer walking distances.

c. Construction New construction was typically judged to be a liability, because it attracted attention to the change/intensification of the site. Also, in the case of projects that required public planning processes, new buildings were less likely to appear compatible to local residents when aesthetic issues were discussed.

Renovated buildings were more likely to gain acceptance since they worked within existing built form. Renovation, therefore, was usually an asset. In some cases, where there was both renovation and new building, the "value" was assumed to be neutral.

d. Land Use Change of land use from a non-conforming industrial or commercial use was assumed to be a positive improvement to the neighbourhood. Intensification of existing residential land uses, noted on the matrix simply as "intensification," was usually regarded as a negative (from the perspective of neighbours).

e. Parking The number of underground and surface parking spaces provided.

f. Zoning The zoning of the site and the typical zoning of the surrounding neighbourhood.

g. Height Typical building heights in the neighbourhood, heights permitted by the zoning by-law, and the actual (or proposed) heights of the case study project.

h. Footprint Typical building footprint at grade in the neighbourhood, lot coverage as permitted by the zoning by-laws, and the actual coverage of the case study project.

- i. Density (FAR)** Typical floor area ratios (ratio of floor area to site area) for the neighbourhood, FAR as permitted by the Official Plan and zoning by-laws, and the actual FAR of the case study project.
- j. Density (units/ha)** Typical units/ha density for the neighbourhood, number of units permitted by the zoning by-laws, and the units/ha of the case study project. Note that units/ha calculations are limited to the lot boundaries and therefore do not take into account public right-of-ways.
- k. Density (bdrm/ha)** Typical number of bedrooms/ha for the neighbourhood and the actual number of bedrooms/ha of the case study project.

Note: a comparison of the different measures of density provides further insights into the nature of proposed projects. For example, the number of units compared with the floor area provides an indication of typical unit areas and an idea of the population targeted by developers. Similarly, the number of bedrooms compared with the number of units may indicate the household types that will inhabit a building.

- l. Bulk** Bulk is a subjective measure that "goes beyond height to consider the building massing and how it relates to existing buildings." One of the questions raised is whether the proposed height and massing overwhelm or dominate the existing community, or whether the proposed development blends in?"¹
- m. Streetscape** Debono and Ginou ask whether proposals "respect the type of streetscapes which are evident in the surrounding neighbourhoods". By "respecting" the surroundings, they are not necessarily suggesting that proposals mimic their neighbours. Although the design of buildings (style and details) may have some bearing on community acceptance of the proposal, this category is more concerned with the rhythm and scale of the project and its relationship to the street.
- n. Project Community** The target population for any proposal is an important issue in gaining approval of the surrounding community. Seniors' projects, for example, usually gain acceptance, whereas housing for low-income singles and supportive housing is more likely to meet opposition. This issue is generally stated in terms of compatibility with the existing community.

Note: In this category, NP refers to a non-profit developer or sponsor of the project.

¹Joseph Debono and Paul Ginou (1993). "Current Social Housing Issues Before the Ontario Municipal Board," in Current Issues for Social Housing Developments in Ontario. Toronto: Fraser Beatty Barristers and Solicitors.